

Subpart 91.35—Sanitary Inspections

§ 91.35-1 When made.

(a) An inspection of quarters, toilet and washing spaces, serving pantries, galleys, etc., shall be made at least once in every month. If the route of the vessel is such that it is away from a United States port for more than one month, an inspection shall be conducted at least once every trip.

Subpart 91.37—Inspection of Cargo Gear

§ 91.37-1 When made.

(a) The specific tests and examinations shall be made at the intervals stated in the regulations in this subpart.

(b) A thorough examination of the assembled gear shall be made at least once in every year.

(c) An inspection to determine the condition and suitability of shipboard cargo gear will be made by a marine inspector at each inspection for certification. Inspections may be made at such other times as considered necessary by the Officer in Charge, Marine Inspection.

(d) For vessels fitted with cargo gear, an initial test of the assembled units under proof loads shall be conducted, followed by a complete dismantling or disassembling of such gear and a thorough examination of the parts to ascertain its condition. Subsequent tests of the assembled units under proof loads, followed by a dismantling or disassembling of such gear and a thorough examination shall be made once every five years, or oftener if necessary.

[CGFR 65-50, 30 FR 16974, Dec. 30, 1965, as amended by CGD 87-089, 55 FR 21550, May 25, 1990]

§ 91.37-3 Definitions of terms and words used in this subpart.

(a) *Cargo gear*. The term "cargo gear" includes masts, stays, booms, winches, cranes, elevators, conveyors, standing and running gear forming that part of the shipboard cargo gear used in connection with the loading or unloading of a vessel. This term does not include material handling gear and rigging of

special design vessels used solely in dredging, pile driving, drilling for mineral deposits, and construction work.

(b) *Dismantling or disassembling of gear*. The "dismantling" or "disassembling" of gear contemplated is the taking apart of units of gear to the extent necessary to determine the suitability of such gear for continued service and as may be specifically required to carry out the intent of a particular regulation on this subpart. After proof load tests the disassembling need not include the sheaves and pins of the blocks included in the test unless there appears to be evidence of deformation or failure.

(c) *Thorough examination*. The "thorough examination" contemplated is a visual examination, supplemented if necessary by other means such as by a hammer test or by a test with electronic or ultrasonic devices.

(d) *Ton*. The word "ton" means a ton of 2,240 pounds.

(e) *Safe working load*. The "safe working load" (SWL) contemplated is the load the gear is approved to lift, excluding the weight of the gear itself.

§ 91.37-5 Tests and examinations of shipboard cargo gear.

(a) For vessels fitted with cargo gear and without valid cargo gear certificates and registers issued by organizations or associations recognized by the Coast Guard, inspections shall be made by competent persons described in § 91.25-25(c) (1) and (2) to determine the condition and suitability of the shipboard cargo gear. For the initial and subsequent fifth year inspections, all the cranes, winches, hoists, derrick booms, derrick and mast bands, and all parts used in loading or unloading cargo shall be assembled in units and such assembled units shall then be tested under proof loads. The proof loads shall be handled for various types of units as required by specific regulations in this subpart. After the proof load tests of the assembled units of gear have been made, such gear shall be disassembled or dismantled so as to permit them to be thoroughly examined. The sheaves and pins of the blocks included in these proof load tests need not be removed unless there

appears to be evidence of deformation or failure.

(b) For vessels fitted with cargo gear and holding valid cargo gear certificates and registers issued by organizations or associations recognized by the Coast Guard, the marine inspectors may accept such certificates as prima facie evidence of compliance with the requirements in this subpart. If an Officer in Charge, Marine Inspection, is in doubt as to the condition and suitability of shipboard cargo gear for such a vessel, the tests and examinations, or such portions thereof as deemed necessary, provided for in this subpart will be required.

(c) If any part or portion of the gear fails or becomes defective during such tests, such defective equipment shall be satisfactorily repaired or replaced.

[CGFR 65-50, 30 FR 16974, Dec. 30, 1965, as amended by CGD 87-089, 55 FR 21550, May 25, 1990]

§ 91.37-10 Cargo gear of special design and limited use.

(a) The regulations in this subpart shall apply to cargo gear of special design and limited use (derrick barges rigged for heavy lifts, cargo booms on self unloaders, etc.) only to the extent that it is practicable to do so. These requirements may be modified by the Officer in Charge, Marine Inspection, where the inspection is performed according to the design characteristics of such cargo gear.

(b) Nondestructive tests, such as radiography, ultrasonic, electronic or other methods, may be utilized to determine the condition of heavy lift gear after it has been unit tested, provided such methods are acceptable to the Officer in Charge, Marine Inspection, having cognizance of the tests. However, no deviations or modifications shall be permitted to lessen the requirements for cargo gear inspection as set forth in § 91.37-70 and the maintenance of the applicable cargo gear records as set forth in § 91.37-75.

§ 91.37-15 Cargo gear plans required when plans are not approved by a classification society or recognized cargo gear organization.

(a) For a new vessel or a vessel applying for initial inspection, the following

plans of cargo gear shall be submitted in triplicate to the Officer in Charge, Marine Inspection, having jurisdiction for approval:

(1) Plans showing a stress diagram with the principal details of the gear.

(2) Plans containing a diagram showing the arrangement of the assembled gear and indicating the safe working load for each component part.

(b) The safe working load on which the design of any component part of the cargo gear is to be based, shall be taken as the maximum resultant load upon the component part in the design conditions assumed. The safe working load of the assembly is the load the gear is approved to lift, excluding the weight of the gear itself.

(c) One approved copy of each set of cargo gear plans shall be retained on the vessel.

§ 91.37-20 Cargo gear plans approved by a classification society.

(a) The plans required by § 91.37-15(a) need not be submitted to the Officer in Charge, Marine Inspection, for approval if such plans are or have been approved by the American Bureau of Shipping or similar classification society recognized by the Commandant.

(b) One approved copy of each set of cargo gear plans shall be retained on the vessel.

§ 91.37-23 Cargo gear plans approved by a recognized cargo gear organization.

(a) The plans required by § 91.37-15(a) need not be submitted to the Officer in Charge, Marine Inspection, for approval if such plans are or have been approved by a recognized cargo gear organization listed in paragraph (b) of this section.

(b) The following cargo gear organizations are recognized as having the technical competence to handle the required review of cargo gear plans, including stress and arrangement diagrams, and this recognition will continue in effect until suspended, canceled, or modified by proper authority:

(1) International Cargo Gear Bureau, Inc., with home office at 17 Battery Place, New York, N.Y. 10004.